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Town of Shrewsbury - 1800

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DECEMBER 11, 1931



The Town of Shrewsbury

MASS
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ITS
LOCATION,
ADVANTAGES,
AND

ATTRACTIONS
AS A PLACE
OF RESIDENCE
AND FOR BUSINESS.

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PUBLISHED BY THE RAILROAD COMMITTEE.

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During the past few months we have sold the following well known Stock Farms in Worcester County. The Muster Hill Farm of 370 acres, at New Braintree; The Geo. Brewster Farm, and the Miles Farm at Westboro; also the Lake View Farm in Norfolk County, 340 acres, and Stock, for \$30,000, and many smaller estates.

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LAKE QUINSIGAMOND.

THE TOWN
OF
SHREWSBURY,

ITS LOCATION,
ADVANTAGES AND ATTRACTIONS

AS A PLACE OF
RESIDENCE AND FOR BUSINESS.



SHREWSBURY, MASS.:
PUBLISHED BY THE RAILROAD COMMITTEE.
1890.

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Statement of the Committee.

The undersigned Committee of Ten, appointed at a public meeting held in Shrewsbury town hall, April 25th, have considered the advantages of a street railroad from the Lower Village in Shrewsbury, to connect with the Worcester Consolidated Street Railway near the Union Station in Worcester. We are of the opinion that such a railroad is indispensable to the prosperity of Shrewsbury, and that as soon as built a full and fair trial should be made of the cars of the Union Electric Car Co., with the storage battery, similar to those now in successful operation between the towns of Beverly and Danvers.

This railroad can only be built by concentrating all the means available for such a purpose by the town as a corporate body, by those friendly to the project living in Shrewsbury and elsewhere, and by those who may be induced to invest in such a project from sound business considerations. To concentrate all our forces we must make known to the outside world our needs and advantages, and take active means to attract the additional population necessary to give immediate, regular, and increasing patronage to a railroad.

Trusting to a proper spirit of co-operation among the citizens of Shrewsbury, the committee have voted to hold one or more public meetings, so that all the citizens may have every opportunity to inform themselves of the details of the work we hope to see accomplished possibly within the coming year.

HERBERT A. MAYNARD, *Chairman.*

CHARLES O. GREEN,

C. MYRON BOUTELLE,

CHARLES S. DAVIS,

HIRAM W. LORING,

DR. FRANKLIN W. BRIGHAM,

SUMNER STOCKWELL,

HERBERT A. COOK,

S. WYMAN HOWE,

CHARLES W. FELT, *Secretary.*

SHREWSBURY, MASS., Nov., 25, 1889.





SHREWSBURY

AND THE LAKE.

THE greater part of Lake Quinsigamond lies within the limits of this town, and hereafter it will claim its share of this famous and beautiful sheet of water. We shall graciously allow and even welcome the good people of Worcester upon our side, but we wish to be remembered in all grateful acknowledgments for improved health and the enjoyment of recreation. We shall insist upon a slight, though to us very important addition to the name. We expect that hereafter all truly good newspapers will say "Lake Quinsigamond, Worcester and Shrewsbury."

The lake, as a summer resort for a few hours, or weeks, or even months, has proved a great boon to those of moderate means, while the number of permanent residents upon its shores is steadily increasing, but the grand feature of the lake, in which Worcester and Shrewsbury are now beginning to share equally, is the summer camp for boys at Wigwam Hill, on the Worcester side, and the summer camp for girls at Tower Hill, on the Shrewsbury side, both being organized under the Worcester Natural History Society.

This society has a great work in hand, and these camps are but branches of its work. Before many years we hope to see the society ensconced within a substantial building of its own and its museums and lecture rooms crowded to repletion with contributions and persons from at least every town in Worcester County, adding materially to the educational force that is rapidly accumulating in the heart of the Commonwealth.

The summer camp for boys, with the experience of five years, seems to be a happy organization of frolic and study sure to captivate every true-hearted boy, and to fill him up with solid and useful ideas during the long summer vacation, when in the city so

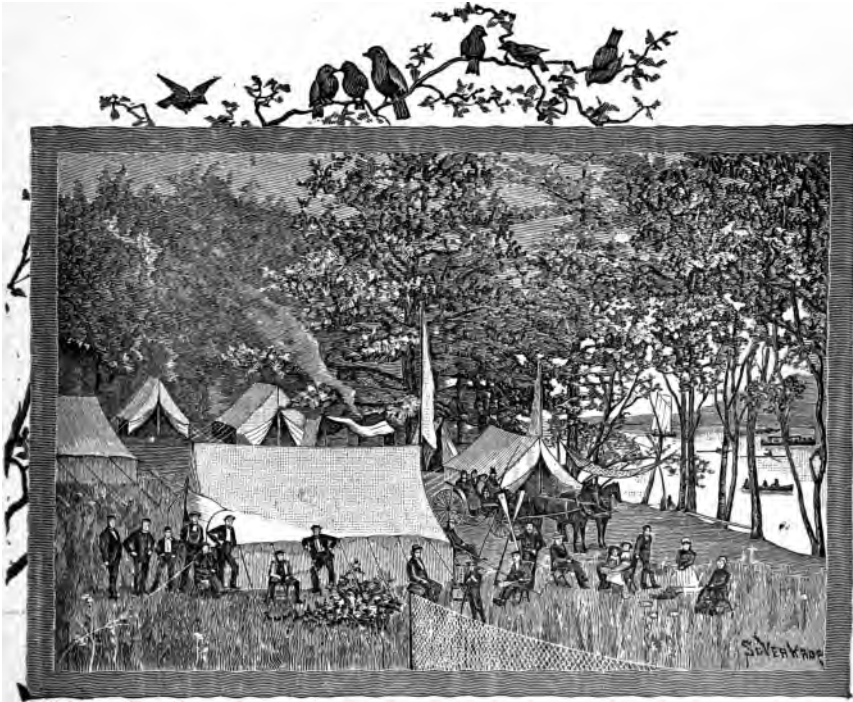
many boys find time hanging heavily upon their hands. The society has an estate of forty acres, so that ample room is provided, and we trust the camp will be as permanent as the land ownership.

The thought of "camping out" appeals strongly to the average boy, and the camp being at the side of a lake several miles long and within easy walking distance from a large city, it would seem as if the young men had all that heart could desire. Parents, too, need have no fears of exposure to temptation or danger of improper risks, for the thoughtful managers have provided at once the oversight of the family, the military camp, and the school, all combined, but tempered to meet the requirements of the vacation holiday. Short excursions are made on land and water. A workshop was established two years ago. "Emergency talks" employ the camp physician and give the boys sound practical information. The commissary department is carefully organized, and ample and substantial board is given at a cost not exceeding the ordinary price of board in a private family. The boys are taught orderly personal habits; punctuality and promptness are insisted upon in the few requirements necessary for the good of all. Swimming and the use of boats is taught, as well as a good deal of incidental natural history. Then gymnastics and military drill are a part of the system. This is not an institution especially for the children of the wealthy. None but the very poor will feel unable to enjoy the advantages of the camp at least for a week or two (applications are received for a visit of but a few days), the test being a desire for improvement rather than the possession of a purse.

Last year the Shrewsbury branch—for girls—was inaugurated under all the difficulties incident to newness, but it has been a marked success, and it will doubtless prove that the latest development is the best, and it should awaken the old residents of the town to the celebrity that awaits them in the newer features that may be added to their present history. The girls' camp will be a sort of "family camp." Instead of tents, cottages are substituted, and the multiplication of these cottages will form a most interesting village that will call for larger buildings at a later date. The girls' camp has been formed at the suggestion of Thomas H. Dodge, Esq., a wealthy citizen of Worcester, who has been a liberal patron of the Natural History Society and the donor of the Dodge Pavilion, the permanent structure at the boys' camp. Mr. Dodge commenced last year by giving to the Natural History

Society the free use of such portions of his Tower Hill grounds as may be desired, the same being opposite the Natural History Park, where the boys' camp is located. This year he has renewed the privilege, and it is understood is prepared to develop his plan as fast as the calls for the occupancy of cottages seem to warrant.

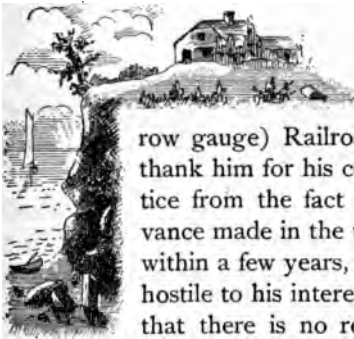
Mr. Dodge is apparently proceeding with his educational work on the soundest methods, as, in his letter of January 22d, 1889, in which he made the first offer of the use of his land in Shrewsbury,



BOYS' CAMP OF 1885.

he quotes from Lord Armstrong that "a man's success in life depends incomparably more upon his capacities for useful action than upon his acquirements in knowledge." He urges "the proper and rational education of the young," and in his efforts for co-education on the banks of Lake Quinsigamond bids fair to make an advance that will arrest the attention of educators the world over. We promise Mr. Dodge every effort on the part of the progressive men of Shrewsbury to help us realize his splendid conception.

OUR LAKE ILLUSTRATIONS.



WE are indebted for our lake illustrations to Horace H. Bigelow, Esq., proprietor of the Worcester and Shrewsbury (narrow gauge) Railroad, and improve the occasion to thank him for his courtesy, which merits especial notice from the fact that we are compelled, by the advance made in the use of electrical power for railroads within a few years, to consider plans which may seem hostile to his interests. We are persuaded, however, that there is no real hostility. The present winter furnishes an opportunity, as all railroad building must be suspended, for a most interesting study of all the facilities for improved communication between Shrewsbury and Worcester. It is not impossible that a plan may be found for harmonizing all the complications and rivalries which have delayed and embarrassed the building of a road to Shrewsbury.

The people of all New England will take a personal interest in Lake Quinsigamond when Mr. Bigelow's grand conception of a suspension bridge across the lake is realized, and the causeway entirely removed, leaving the lake as free from obstruction as it came from the hand of nature, excepting the bridge perhaps fifty feet above the water surface. It may be well to remind the reader that the lake was first crossed by a floating bridge (the depth of water being about sixty feet), opened in 1810 as a part of the Boston and Worcester turnpike, and that the solid causeway was built only thirty years ago. There are undoubtedly some who are incredulous about the building of an expensive suspension bridge across Lake Quinsigamond but, on the other hand, within ten years such a bridge may be built and become the great avenue of eastern travel from Worcester.

SHREWSBURY'S HISTORY.



IN many towns historical matter is either very meagre, or the town's history is so completely merged with that of other towns sharing in common the glory of some great event, as to be devoid of individuality. But in the case of Shrewsbury we are compelled to give only a meagre outline because of the town's exceeding richness in historical matter. The town was incorporated December 15th, 1727, and at that time "farms" ranged from five hundred to five thousand acres, while "house lots" measured from fifty acres "more or less," but usually more. Shrewsbury was settled by men from Marlboro, and the original division of the land grant makes instructive reading as it takes us back to the time when the land was parcelled out and given away in New England. These and many later interesting points of history affecting the state and nation, and which cannot fail to attract attention wherever the English tongue is spoken, have been amply treated in a History of Shrewsbury by Andrew H. Ward, of West Newton, published in 1847, and in two Histories of Worcester County, the later one published last year containing a valuable history of Shrewsbury from the pen of William T. Harlow, Esq., of Worcester. Then we have found Shrewsbury ladies who are indefatigable collectors of local matter which we hope will be published within the coming year. This pamphlet is designed merely to give a bird's-eye view of a fine old New England town, with the purpose of showing the need of railroad connection with Worcester, but we have been embarrassed by the discovery, or rather the presentation of matter that will make a very interesting book for the Christmas holidays, for readers all over the land, as well as those familiar with the locality. Trusting, therefore, that all this rich historical matter will be presented within a reasonable time by some enterprising publisher in a more acceptable form, and by abler hands, we feel warranted for these reasons as well as for want of space, in referring our readers to the histories of Shrewsbury named, and another Shrewsbury Book which may be expected in the near future.

We cannot, however, omit to call the attention of our readers to the two great historical characters of Shrewsbury. Dr. Joseph

Sumner, was born in Pomfret, Conn., June 30, 1740, and died in Shrewsbury, December 9th, 1824, after a most remarkable pastorate of 62 years, covering the Revolutionary period. Dr. Sumner was the grandfather of George Sumner, Esq., of Worcester, who still owns the parsonage, remodeled somewhat but still faithfully preserving the ancient characteristics. Another grandchild of Dr. Sumner, is still living in Shrewsbury, in the house adjoining the old parsonage, who maintains a lively interest in all that pertains to the past, while also watchful for the future welfare of the town. Dr. Sumner's career is in public matters indissolubly linked with



SHREWSBURY TOWN HALL.

the history of his distinguished parishioner, Gen. Artemas Ward, thirteen years his senior, and the great work in which they co-operated warrants and requires careful study. Gen. Ward was the grandfather of the historian of the town.

We give an illustration of Dr. Sumner's church, which was built in 1766, and remains substantially unaltered to the present day, although there was formerly an eastern portico. Gen. Ward was born in Shrewsbury, November 27th, 1727, and died October 27th, 1800. He was emphatically a public man, holding many offices within the gift of the people or by appointment. His most

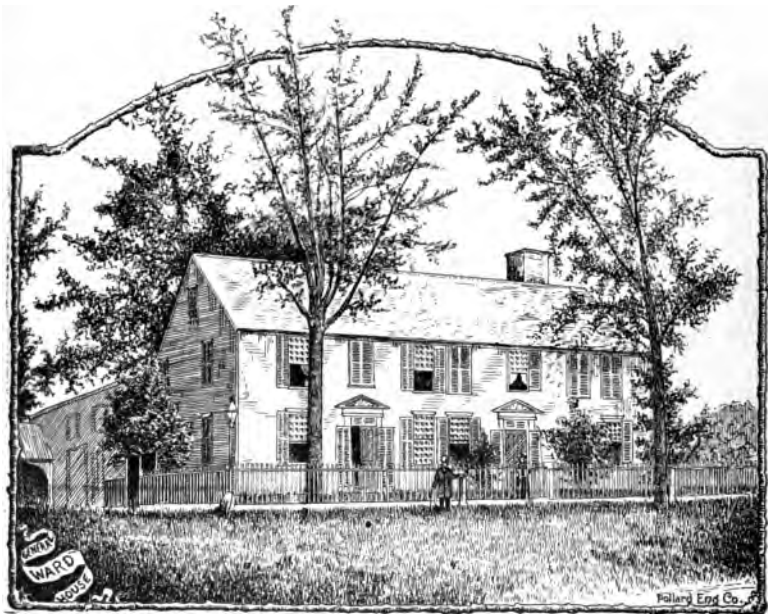
prominent service was as Major General and Commander-in-Chief of the provincial troops of Massachusetts, assembled at Cambridge, under the orders of the Committee of Safety. It was from his command that the troops under Col. Prescott and others proceeded to Breed's Hill, though under orders to go to Bunker's Hill, on



CONGREGATIONAL CHURCH.

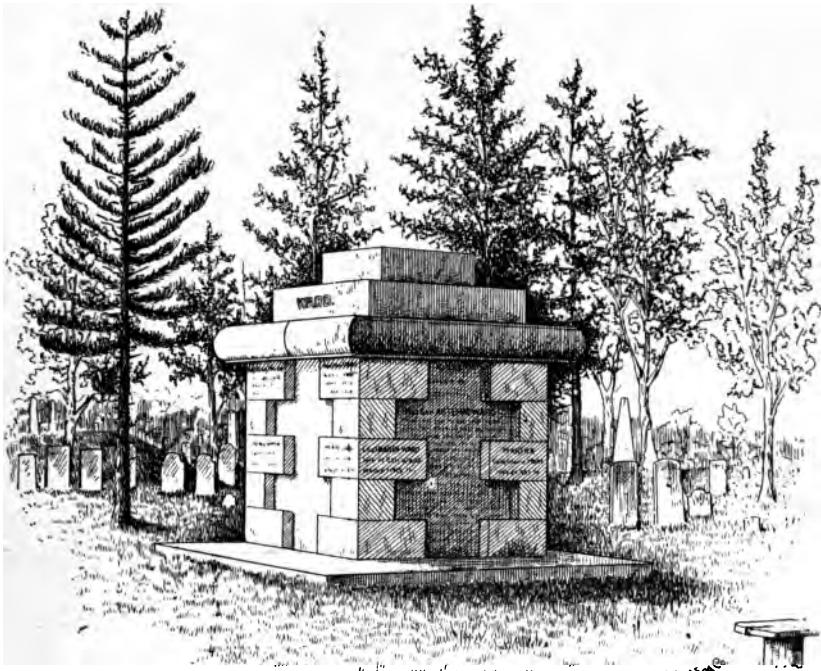
the night of June 16, 1775. It is well known that twice the attacking British troops were repulsed, and that it was only upon the third attack, under Sir Henry Clinton, that the provincial soldiers were forced to retire; Gen. Ward, it is said, was repeatedly urged to reinforce the body of troops on the hill, but steadily refused. It is recorded that after the battle Col. Prescott, who felt

little confidence in the results of the work he had done that day, went to Gen. Ward and implored him to give him more troops that he might retrieve the disaster and disgrace of the day, as he deemed it. He could not see that for a hundred years, and indeed for all time, the American people would hold in the highest honor the valor which that day ended in defeat though not disgrace. It was a defeat which we can afford to celebrate ! Gen. Ward was severely criticised, but there can be no question that he was guided by the soundest judgment to decline to enter upon a task doubly attractive to him as a patriot and an intrepid soldier, but involving far



too great a risk to the slender resources of the provincials, and which even if most successful, could serve but little purpose in a struggle which for the greater part was a systematic avoidance of pitched battles. On the first of July, 1775, Washington, recently elected by a unanimous vote Commander-in-Chief by the Provincial Congress, assumed command from the hands of Gen. Ward, under the historic elm at Cambridge, only fourteen days after the battle of Bunker Hill. The world looks at the great future then before Washington, but we can now see that great as were his difficulties, they would have been much greater had it not been

for the careful husbanding of the provincial strength due to the moral courage of Gen. Ward ; Gen. Ward said "No," at a trying moment, when undoubtedly he himself, as well as others, would have rejoiced could he have given assent. He showed then and there the same moral courage that Washington showed on two great occasions. When it was proposed to make Washington a king he said "No," and when it was proposed to make him president for the third term, Washington again said "No;" and



GEN. WARD'S MONUMENT.

these two incidents show, perhaps, more than any others, the real grandeur of Washington's character, and it was the same spirit that actuated Gen. Artemas Ward in withholding reinforcements from Bunker Hill.

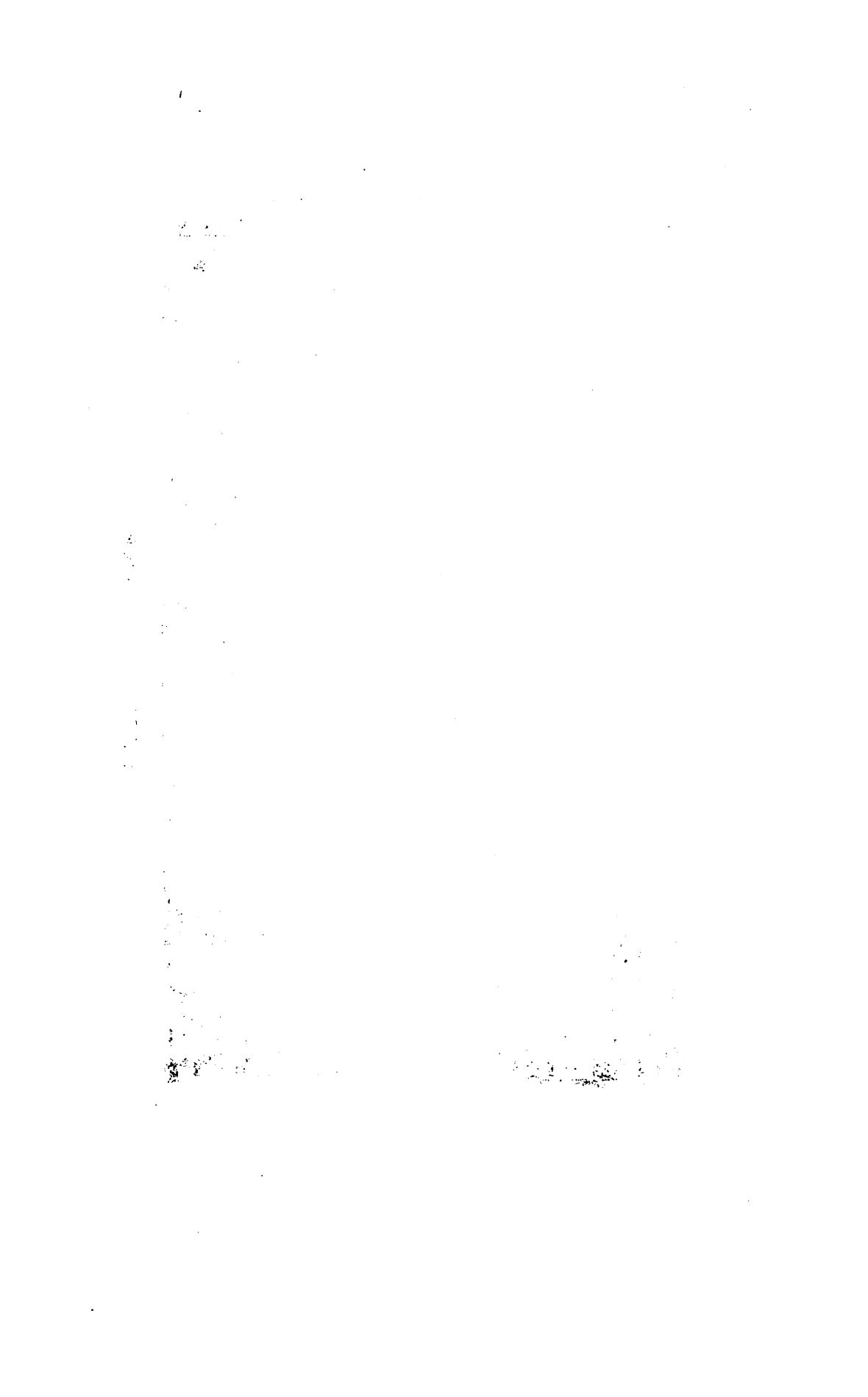
The famous Shay's Rebellion and other historical matters have a close connection with Shrewsbury history, which the credit of the town requires should be fully stated, and we trust that all the later information now accessible will soon be thoroughly presented in enduring form.



ISLAND HOUSE, LAKE QUINSIGAMOND.

COMMON ROADS.

The introduction of electric railroads tends to improve the condition of the common roads. It will make more traffic and the common roads will be used more, which will improve them if they are kept in proper repair. By improved methods it is possible to give us much better roads without increasing the cost. The recent remarkably open winter called our attention to this point, and we shall find an electric road useful in transporting gravel and other road material. If we team a load of gravel one or two miles the cost is heavy because it takes two horses and a man so long, but with a railroad a heavier load can be moved quicker and cheaper.





LINCOLN PARK.

ELECTRIC POWER.

What is electricity? This is "what no fellah can find out." The nearest that any one ever came to it, was the college student who hadn't learned his lesson, and when asked this question, said he "did know, but had forgotten it." Unfortunately his memory has since failed. We class ourselves with the "know-nothings" on this point, but we propose to try the simplest first—the Storage Battery—but in doing this we take no sides with any of the contending forces in the mighty struggle that is going on for supremacy. *We don't know*, but we think the storage battery has a great future before it, and if this proves to be true, all who have storage battery patents will bring out their systems. We have studied somewhat relating to the contest between stationary power and locomotives just sixty years ago, in England, on the Liverpool and Manchester railway, when George Stephenson came out triumphant, and if we can aid in a similar contest regarding electric power, we are strongly disposed so to do.

We have another reason for testing storage systems. Shrewsbury is well up in the world physically, if not financially, and the pure air, which in soft breezes is so soothing and agreeable to the invalid in the balmy months of July and August, comes with a power and frequency at other seasons, which may sometime teach us "there is money in it"—money in the east wind!—money in a northeast storm!

We propose a few questions in arithmetic, which we admit call for some further data from experts, but we will dash them off free hand, thusly: No. 1. If we can store power that will carry a car full of passengers weighing ten tons, forty miles, in batteries that can be carried under the seats of an ordinary street car, how large a building will be required to store power enough (providing a full supply for three days) to run a shoe factory three hundred feet long, sixty feet wide, and four stories high? No. 2. How large a wind wheel will provide the power? No. 3. What will it cost, and how will the first cost and cost of running compare with steam? Mr. Edison talks of using the power of the Atlantic waves. Why not use the power which causes the waves—the wind?



Highland & Farm & House,

SHREWSBURY, 

 MASS.

This House stands on higher ground than any other in the town, and a level placed on the roof sweeps the horizon above everything visible, from Green Hill, in Worcester, around south to Wachusett Mountain, in Princeton. The elevated situation and pure air are much sought by invalids. The grounds are ample and well shaded, and the house has verandas front and rear.

The location is very central, being near to the Post Office and churches, but yet sufficiently removed from the main road to avoid the dust and all inconvenience.

The house has twenty-five bed-rooms, the most of which can be connected in family suits.

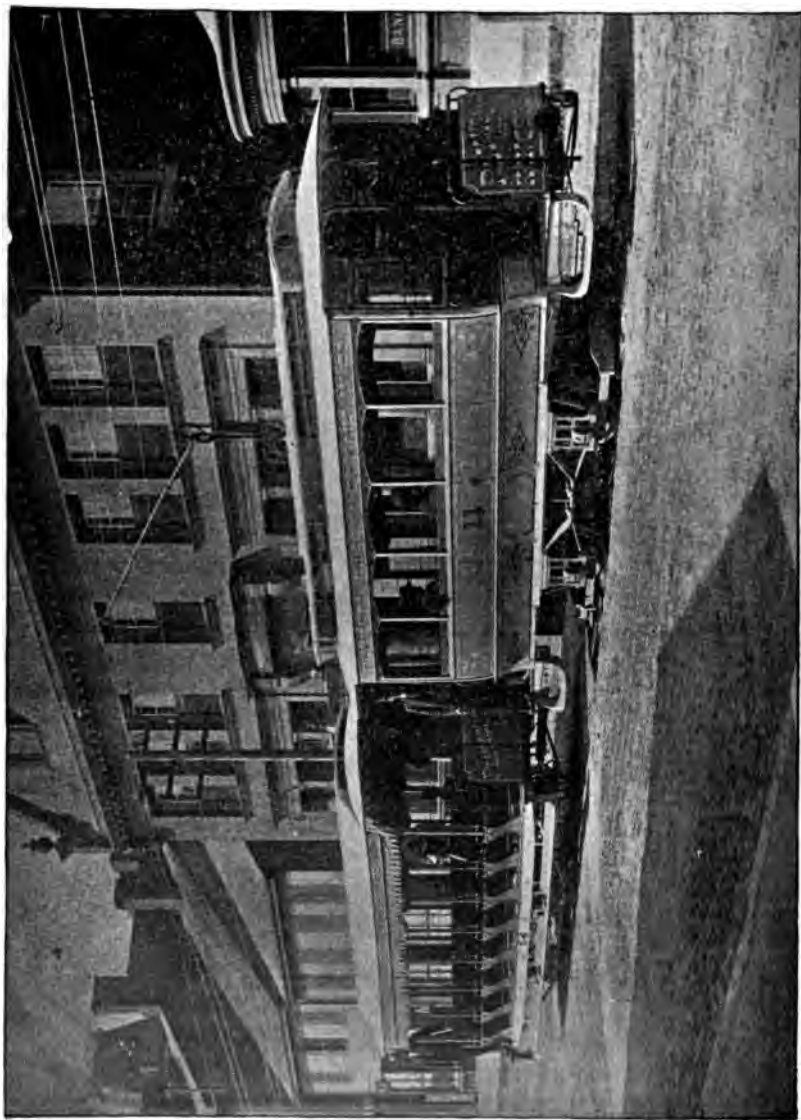
Stages run to the Worcester and Shrewsbury Railroad (narrow gauge), at Lake Quinsigamond, two and one-half miles, morning and night, and to Worcester, five miles, morning and noon. The table is well supplied with a large variety of fruits and vegetables, and milk, cream, and eggs, always fresh, and of our own production. Good accommodations are to be found for horses and carriages. There are many charming drives in this and the adjacent towns; the hills, valleys, lakes and streams being among the most attractive in New England.

HIRAM W. LORING,

PROPRIETOR.

SHREWSBURY AND WORCESTER ELECTRIC RAILWAY.

THE town of Shrewsbury, although surrounded with railroads, and being within a short distance from the tracks of five large corporations, viz., the Boston & Albany, Boston and Maine, New York and New England, the Fitchburg and Old Colony railroad companies, has not one inch of railroad within its borders. This defect has not existed without attempts to secure a remedy, and as early as 1873 a narrow gauge railroad was built from the Union Station in Worcester to Lake Quinsigamond, the intention being to extend the same to Shrewsbury and ultimately to Northboro and Marlboro; but the business to the Lake has proved sufficient to make it a profitable enterprise, and the fact that even successful narrow gauge railroads in Massachusetts, like the Revere Beach railroad, have not been extended, may help us to account for the fact that Shrewsbury is still without railroad communication. Since that day several plans have been presented and have received the careful attention of Shrewsbury people, but no one of them seemed feasible till last winter a plan for an electric railroad was suggested to those residing in South Shrewsbury and the improvement of the old Boston and Worcester turnpike was considered. An appropriation of \$1,000 was made by the town of Shrewsbury for reducing the hill on the turnpike nearest Worcester, but it was found to be wholly insufficient, and that the work must be postponed until large contributions from residents along the road, and appropriations from the county and city of Worcester as well as the co-operation of the town of Westboro with the town of Shrewsbury could be obtained. It thus became apparent that the only present feasible route was direct from the Lower Village in Shrewsbury to the Union Station in Worcester, with the best available facilities for the transportation of coal and other heavy freight by methods favorable to the southern portion of the town, as well as the central village and the north part of the town. As the electric street railway is likely to be the only, and in any



THE THOMSON-HOUSTON SYSTEM.

event for several years the chief means of communication with other towns, and between different portions of the town, especially when extensions become practicable, the originators consider it necessary to bear in mind the need of carrying freight, mails, express matter and baggage as well as passengers.

The present time seems propitious for urging this subject not only upon the citizens of Shrewsbury past and present, but upon the capitalists and tradesmen of Worcester and the inhabitants of adjoining towns, and with a proper presentation of the advantages of this town it is believed that new residents will be attracted and the projected railroad command the attention of those who are constantly seeking to invest capital in prosperous communities. The prime difficulty, heretofore, has been the hilly roads and the general conformation of the town which makes a steam railroad impossible except at a cost of from twenty thousand to fifty thousand dollars a mile, with a location remote from the inhabitants of the town. The same cause has made a horse railroad impracticable, because the hilly roads call for a four horse team or "tow horses" at almost the same expense, while the distance to Worcester (five and one-half miles), would make the time consumed too long for fair comparison with the facilities now enjoyed by many less favorably situated towns on more level ground. But it would seem as if Shrewsbury has not waited in vain. For more than fifty years inventors have experimented with electricity with a view of using it for propelling railway cars, and many years ago Congress made a large appropriation of money to aid a distinguished Massachusetts inventor in this line of effort, but it has been only during the past year or two that an indisputable, practical and enduring success has been reached in the form of using electricity as a means of conveying the power of a stationary steam engine (the most economical method of obtaining power), to a moving car. The electric cars are propelled up hill and down with the greatest speed and facility, at small cost, and under the most perfect control, and seem to be the thing the enterprising and successful farmers of Shrewsbury, with the ample Worcester market at their doors, have been so long waiting for, and so eagerly anticipating, to give them even greater facilities than are at present enjoyed by many prosperous towns.

The committee appointed last April have been constantly gathering facts, and have visited and inquired into the success of many street railways, built to connect towns and villages rather than to

meet the demands of local travel in cities and large towns. A great impetus has been given to street railways, by the efforts of the managers of the West End Street Railway Company in Boston, to prove that elevated railroads are not necessary in that city. This, coupled with the fact that electric railroads, with the latest improvements, are being introduced as rapidly as possible in the chief cities of Europe and America, makes it a most favorable time for the town of Shrewsbury to "hook on" to the grand procession, and this winter we shall have the opportunity to thoroughly consider all the points before it is possible to strike a single stroke in the spring. We have had many interviews with the directors and officials of the Worcester Consolidated Street Railway, and the President and Treasurer have met our sub-committee in Shrewsbury. It is quite likely that electric cars will be running in Worcester next year, and in due time connection is likely to be made with the Shrewsbury Street Railway at Union Station.

Another inspiring fact is to be found in the town of Marlboro, where the late Thomas Rice of Shrewsbury, made large investment in real estate, in connection with Mr. Samuel Boyd. A real estate company has been formed, which led to the building of a street railway three miles long, wholly within the thickly settled portion of the town. A horse railway was contemplated and the tracks were laid last year, but the winter afforded an opportunity to consider the advantages of electric motors. Fortunately that method was decided upon and was put in operation last June, and has continued with marked success to the great satisfaction of the people. This railroad has been examined carefully by members of our committee, and its extension in the direction of Worcester seems quite likely. It may be that the time is not distant when street cars may be taken in the streets of Marlboro and the passengers leave them at any point on the streets of Worcester, or at any portion of the line through the intervening towns of Shrewsbury and Northboro, a considerable portion of the route being passed over at a speed of ten or even twenty miles an hour. For the present only the route from Shrewsbury to Worcester will be considered, but the subject of extensions will be kept constantly in view, and in due time will include Boylston, Bolton, Westboro, Southboro, Hudson, and South Sudbury.

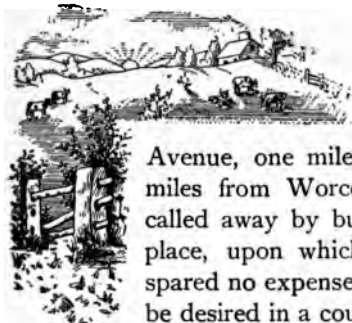
NOTE.—A cut of the Storage Battery Car will be found in a Supplement which may be obtained free, early in January, at all places at which this pamphlet is sold.



WASHINGTON SOCIAL CLUB HOUSE.

FOR SALE.

A * Delightful * Country * home.



THE estate known as Crescent Farm, formerly the Capt. Silas Allen place. About fifty acres of land, situated on Crescent Avenue, one mile west of Shrewsbury Village, four miles from Worcester. The present owner being called away by business, will dispose of the above place, upon which for the past five years he has spared no expense required to render it all that can be desired in a country home. On high ground, fine air, fine view ; charming drives in every direction. Pure, soft, unfailing spring water running into the house. Beautiful shade trees and shrubbery. Lovely little pond on the premises, from which full supply of ice is obtained. House of colonial type in perfect order, charming and very conveniently arranged, contains twelve rooms, ample closets, and piazza 12 x 25 feet. Farmer's house annexed with six rooms, fine cellars under both. Ice house adjoining. Large new barn and carriage house with all modern conveniences, fine cellar, and ample water supply in barn. Hen house and duck house. Fruit trees of every kind, and the best varieties, all in bearing. Strawberry bed, asparagus bed. Grapes red, white and black, in abundance. Berries and small fruits of every description in ample supply, and all in a high state of cultivation. Land mostly in grass, cuts about seventy-five tons a year, all by machine ; kept twenty head of stock the past year. A fine flock of Bucks County poultry. A complete outfit of farm vehicles, tools and machines ; a large part of last season's crops, and large quantity of household furniture and fittings go with the place if desired. Must be seen to be appreciated. Will be sold low if applied for soon. Terms easy.

Call on or address,

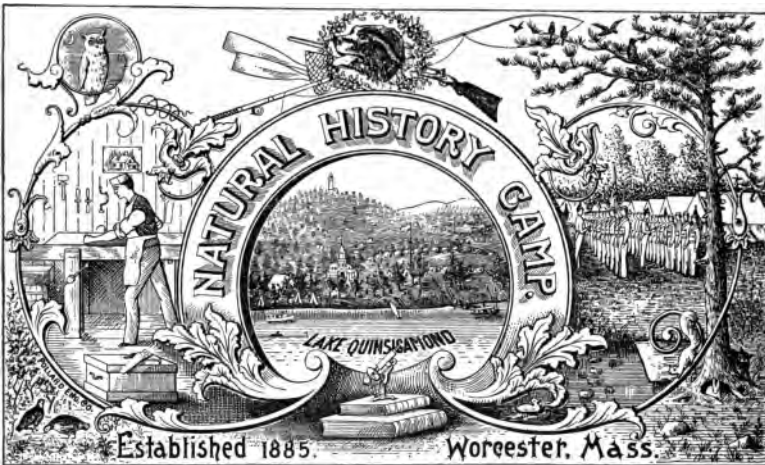
C. S. DAVIS,

CRESCENT FARM,

SHREWSBURY, MASS.

NATURAL HISTORY SOCIETY.

We do not wish to add another society to any over-organized town, but with so great a natural curiosity in the town as the Balance Rock, and the girls' camp at the Lake, would not a local Natural History Society, formed to hold a few winter meetings and summer rambles, to end in scientific picnics, be worth considering? The Worcester Natural History Society, which embraces the county, would doubtless handsomely encourage such a move as this.



COMFORT.

As soon as our Shrewsbury railroad is connected with the Albany road at Worcester ; with the Old Colony at Northboro ; the Fitchburg at Marlboro ; and the Boston & Maine at South Sudbury, tired passengers will be passing through the town. All this has been anticipated by Mr. A. H. Fisher, of Worcester, who has a car seat rest worthy of the attention of travellers.

SHREWSBURY'S RESIDENCES.

Shrewsbury is a fine old town, with many stately residences, both of the past and in the most approved modern style. To these we shall endeavor to do ample justice in a future publication, containing a full list of all estates that can be considered "in the market." Shrewsbury has a lively newspaper, a good public library, located in the town hall building, and excellent schools. It has three churches, Congregational, Methodist, and Roman Catholic, and a Village Improvement Society, and other societies usually found in a highly cultivated community. A conspicuous adornment of the chief village is the soldiers' monument, near the town hall, between which and the Congregational Church are several rows of beautiful maples. The cemetery, in which stands the monument of Gen. Ward, has many fine trees neatly trimmed, and the grounds, kept in excellent order, are open to visitors.

There are many trees along the roads, and order and neatness prevail. The most thickly settled portion of the town is from the centre village east for about half a mile to the leather dressing shop, which neighborhood is called the Lower Village, containing the comfortable residences of some forty families which derive their support from the leather business.

The old Boston and Worcester turnpike passes through the town almost directly east from the causeway over Lake Quinsigamond, a little to the south of the geographical centre of the town. The town of Shrewsbury is the geographical centre of Massachusetts—the true "hub"—we do not claim of the universe—but of New England! Shrewsbury people should remember the lines of Dr. Holmes,

The stars are rolling in the sky.
The earth rolls on below,
And we can feel the rattling wheel
Revolving as we go!

The centre lies between the main village and another village, which was rapidly growing up on the turnpike, till the opening of the Boston & Worcester (now Boston & Albany) railroad in 1835, made staging unprofitable. This village is known as South Shrewsbury, and is very prettily situated on the hills over which the turnpike passes in an almost straight line. The many fine residences scattered over the town teach us that the real mission of Shrewsbury is to become a delightful suburb of Worcester.

THE UNION ELECTRIC CAR CO.

The Ideal Method of Propelling Street Cars

An Assured Success!

The Union Electric Car Company controls the most practical and economical system of propelling street cars by storage batteries.

The cars convey their own power, are independent of all external appliances for the transmission of electricity, and having fully demonstrated their superiority over all other systems have now an extensive field in which to operate.

The storage battery system will undoubtedly be generally adopted in place of the trolley system now in use, as the latter has been found to be dangerous to both life and property.

The stock of the above company is being sold by Messrs. F. W. Prescott & Co., Bankers and Brokers, 54 Devonshire St., Boston, Mass., or

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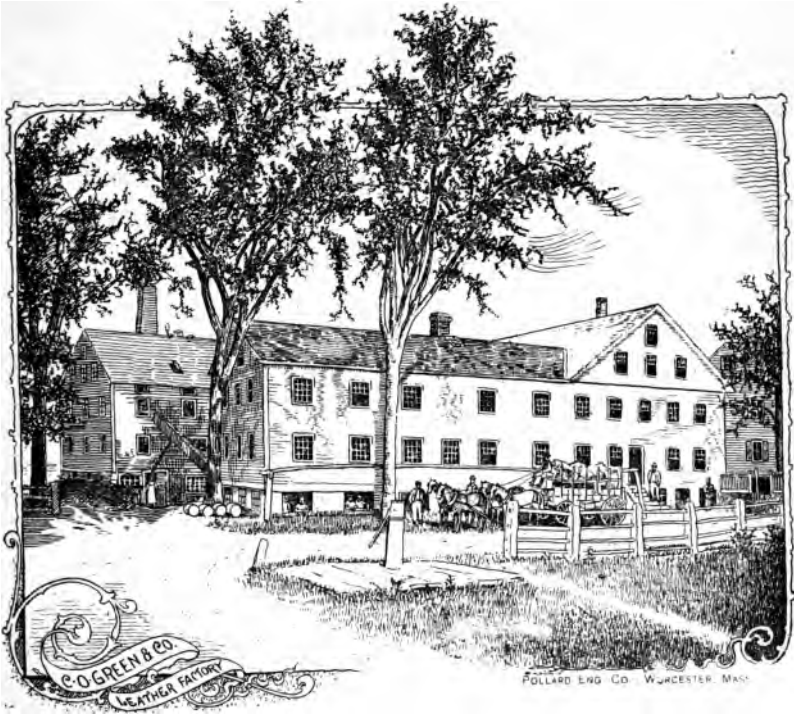
Electric and Industrial Stocks

A SPECIALTY.

A limited amount of the Union Electric Car Company Stock offered at \$25.00 per share, also the 6% Preferred Stock of the Eastern Electric Cable Co. The above securities strongly recommended for the investment of funds.

BUSINESS IN SHREWSBURY.

The chief business of the town is farming, and we have many successful farmers. The land is partly high and partly low, with much excellent soil and a fair proportion of level land, with comparatively little meadow. There are many milk farms, and many devoted to fruit. The advantage of using glass both for beds and



green houses is fully appreciated, and either fruits, vegetables, or flowers are growing all through the year on a handsome scale.

The lower village has been devoted to the leather business for a century, and it has been profitable. The present proprietor holds on, when he could doubtless do better elsewhere, trusting that better facilities for transportation will soon give him advantages equal to his competitors. The business of making welts has been established within a few years and is successful. In the lower portions of the town water power is used for saw and grist mills

In times past guns and cutlery have been manufactured in a limited way, but there is no good reason why some special manufactures should not be introduced on a scale sufficient to make a "home market" for the farmers.

FEVER—CONVULSIONS!

It is with these unwholesome terms that two Worcester dailies head long reports of the railroad meeting in Shrewsbury, Dec. 12th. To our mind there is nothing but sound business in this railroad matter, and we take pleasure in quoting the following sensible remarks taken from the *Gazette*.

"A city that is set on a hill cannot be hid," but the town of Shrewsbury is beginning to find out that a town built on a hill, though it cannot be hid, and has views of the surrounding country to a distance of 20 to 30 miles, is, in some respects, at a disadvantage. Had Shrewsbury been built in a valley or on a plain, it would doubtless long ago have been connected with the great centres of business and population by railroad; but it would not have its cool summer breezes and its beautiful views of surrounding municipalities and its excellent and growing reputation as a delightful place of summer residence.

But, nevertheless, the residents of the beautiful old hill town are nearly, if not quite unanimous, in their desire for rapid transit to Worcester by rail, and if its inhabitants were men of wealth, liberally disposed, the problem would be easily solved. As it is, electric power has seemed to present a feasible means of securing the desired object, and since the meeting of April 25th, when a Committee of Ten was selected to look into the matter, has been the subject of earnest investigation with a view to immediate practical results.

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COBURN'S BOAT HOUSE.

Boston, Mass.

THE THOMSON-HOUSTON
Electric Railway System,

IN SIMPLICITY OF CONSTRUCTION AND ECONOMY OF OPERATION

HAS NO EQUAL.

ADOPTED BY THE

Largest and Most Conservative Street Railways

IN THE UNITED STATES.

AMONG THEM THE

WEST END STREET RAILWAY COMPANY, OF BOSTON, MASS.

The Largest System in the World,

COMMERCIALLY AND PRACTICALLY A PERFECT SUCCESS.

83 Roads in Operation and Under Contract

DECEMBER 15, 1889.

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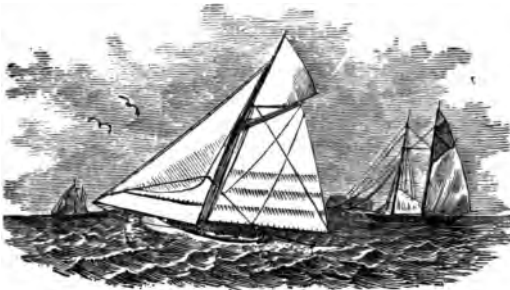
Every Family Should Own One.

Improve the health of your wife and children next season and save doctors' bills.

PRICE, \$25,

Or \$5 down and \$5 per month until paid for. Buy one.

Next Summer Price will be \$100.



FINE GUNNING,
BOATING, FISHING,
AND BATHING.
NEAR DEPOT,
POST OFFICE,
AND STORE.

Size of Lots,

2800 square feet each.

Every Lot high and dry
and title perfect.

FINEST BEACH IN MASSACHUSETTS.

Circulars descriptive of the property on application, with testimonials from well-known business men, who have bought lots; also from the board of selectmen of the town where this property is located.

CAPE COD BAY LAND COMPANY,

230 Washington Street, BOSTON.

**J. P. DUNN AND CHARLES W. FELT, AGENTS FOR WORCESTER
AND VICINITY.**

P. O. Address, BURNSIDE BUILDING, ROOM 9, WORCESTER, MASS.

Circulars sent on application.

FOR INVESTMENT.—It is a well known fact, that lots which originally sold for a few dollars each, at Cottage City, Onset Bay, Mt. Desert and other Watering Places, now bring several hundred dollars. Our Beach cannot be excelled, **And the Rise is Sure to Come.** Even at 10 cents per foot our lots would bring about \$300.

PLEASE MENTION THIS PAMPHLET WHEN CALLING OR WRITING.

Dr. W. H. SEARS,

Dentist,

WORCESTER,

45 Park Street,

MASS.

ACCOMMODATING RAILROAD OFFICIALS.

A young lady was about to enter a train at the rear steps on a windy day, when her hat blew off, and the train started at the same moment. The hat must be caught at all hazards, for no one can travel without suitable head covering. The mishap was not noticed by the conductor, but the sharp-eyed baggage-master took in the situation, and promptly pulled the bell-cord, stopping the train in about ten rods.

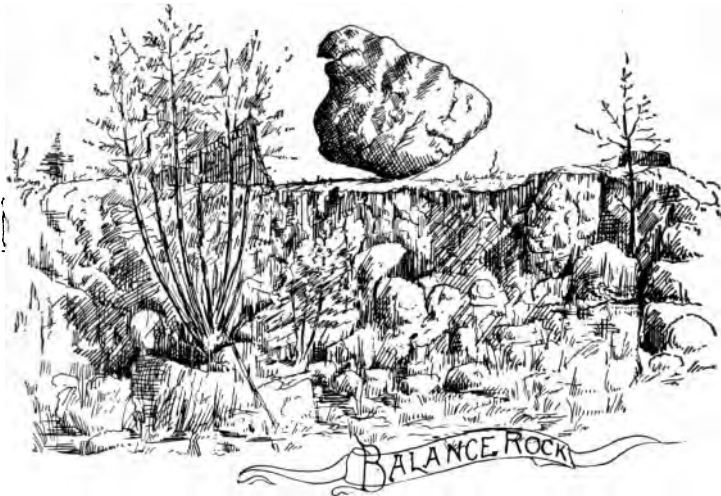
At a signal station two season-ticket holders, who are very regular, failed to appear one morning in season to place the target, but the train-men saw one of them coming as the train went by at full speed. These accommodating mortals stopped the train, and backed up to the station notwithstanding it had passed through a cut and around a curve, out of sight of the belated passengers who were made *so happy*. At the same station two ladies appeared one day and placed the target just as the train was passing. Some of the vigilant train-men saw it, and evidently supposed that the engineer had neglected his duty. The train was stopped and backed, even after going a greater distance than in the previous case. It should be mentioned that these are trains of two cars only. It may be well to add that these incidents occurred on the Old Colony Railroad, the managers of which appear to study the wants of their patrons at their almost numberless small stations.

GO WEST, YOUNG MAN!

Horace Greeley made an impression on the average American of which he little dreamed when he used the words "Go West." Grover Cleveland also, used the same words, but with a comma, between (Go, West) shortly before the election of 1888. Lord West, however, went directly east, knowing where "my lord" would fare the best. Express trains average thirty-one miles an hour from the Atlantic to the Pacific, and those who ride need to be careful and jump off in a "soft place," unless they desire to be dumped in one vast mass on the shore of the Pacific ocean.

Horace Greeley never suggested *how far* west he advised the young man to go, but we would suggest that those upon the seashore north and south of Boston will do well to try Worcester, which is growing faster than Boston, and the reason is that its sole reliance is upon railroads, while other places still indulge the fancy that water communication is essential to the growth of a great city.

The growth of Worcester is really astonishing, and when the young giantess is put under systematic training, she will undoubtedly make good her claim to be called the Inland Metropolis of



New England ! Worcester is beginning to overflow, although it has thirty-six square miles of territory, and some of the finest farms to be found anywhere. Its suburban towns are assuming importance, and no one of them better deserves attention than Shrewsbury, which lies directly east, and is a beautiful farming town as well as an important suburb of a great and growing city. To Shrewsbury, then, we will go, but at the outset we are met by the stubborn, practical fact that as yet the town, although adjoining Worcester, has not within its borders a single mile of railroad ! Let us build an electric railroad, and show the world that Shrewsbury is abreast with the times !

BARNARD, SUMNER & CO.

The past two years have awakened us to the fact that Worcester was growing with great rapidity and that we were called upon to provide greater facilities.

This has now been accomplished after six months of continued and tireless efforts and we have to-day a magnificent establishment five stories high, 165 feet deep, 75 feet wide, with every foot of space occupied by goods belonging to the realm of

LEGITIMATE DRY GOODS.

The first floor presents a beautiful and animated scene on any fair day when the life of Worcester passes over its surface, stopping at each department to taste the delights of lovely articles brought here for them from all the markets of the world.

The Lace Department with double its former space has fitting accommodations for the precious results of patient skill, and exhibits them to you under the very pleasantest conditions.

The Woolen Underwear and Hosiery Department is simply *superb* in its accumulations of every good, every useful and every beautiful product that is fashioned for you.

The DRESS GOODS Departments are as near perfect as long experience, earnest purpose and money can make them.

In Silks no house pretends to excel our offerings. Our trade demands and our taste leads us to all that is best and most desirable, and with all this our relations with manufacturers are such that we command the richest stocks at fairest price all the year round.

On the third and fourth floors you will see one great maze of *Carpets*, culled from the best and only the best made.

The ladies from out of town are cordially invited to visit us and inspect for themselves what we desire should be their shopping home.

Ladies' rooms—facilities for caring for your packages—and all the comforts possible, we provide for you and to all which you are most welcome.

Write us for samples, or any information you may desire. Your letters will have our prompt attention.

We have a department thoroughly organized to attend to all letters of inquiry, or for samples, or for the filling of orders. We guarantee to please you.

BARNARD, SUMNER & CO.

WORCESTER, MASS.

H. A. MAYNARD,

Centre Store and Post Office,

SHREWSBURY, MASS.

DEALER IN

DRY GOODS, GROCERIES,

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RUBBER GOODS, TOYS, STATIONERY, FLOUR, GRAIN,

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AND GENERAL MERCHANDISE.

AGENT FOR THE

Celebrated Cumberland Superphosphate.

**S. B. BOUTELLE & SON,
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Dry Goods, Groceries, Boots, Shoes,

**CROCKERY, PAINTS, OILS, PAPER HANGINGS,
HARDWARE, FLOUR, GRAIN, FERTILIZERS.**

Usual Variety kept in a General Store.

The ** Old ** Reliable.



WALTER C. WARREN, Proprietor.

Stage Leaves SHREWSBURY FOR WORCESTER, 8.30 A. M., 1.30 P. M.

Leaves WORCESTER, 24 Front Street, 10.30 A. M., 5.00 P. M.

Commencing June 1st three additional trips will be made each way to the Worcester and Shrewsbury R. R., narrow gauge, terminus at Lake Quinsigamond.

WHEN YOU buy goods that you see
advertised in this pamphlet, please mention us. In advertising
Shrewsbury it is important that our publication be known as a

GOOD ADVERTISING MEDIUM.

REAL ESTATE.

Wherever we go, a few miles from prosperous business centres, we find many who "want to sell." Within our manufacturing towns are many who would be much better off if they could be placed on the farms which the owners are anxious to leave. It is found easier to sell a run-out farm at a low price than to sell a good farm at a proportionately lower price. The maxim that "the best is the cheapest" seems to be disregarded alike in purchasing real estate in the country, and the nursery stock which should be placed on the real estate now running to waste. These points need careful consideration, and the cardinal principal for all plans for occupying farms now for sale is that every choice spot should be improved for fruit till central Massachusetts is known far more than at present as a fruit-producing region. The fruit business and the real estate business, so far as the sale of farms is concerned, have many parts in common, and the dwellers in our populous towns may gain many useful hints by consulting the space we have devoted to a description of farms for sale. We are always ready to correspond with those desirous of purchasing farm property.

ACKNOWLEDGEMENTS.

We desire to thank the many friends who have loaned photographs or engravings for this pamphlet, especially Messrs. F. S. Blanchard & Co., 154 Front St., for the views at the Lake. Mr. Pollard of the Engraving Company has favored us with many valuable suggestions, and to a pupil in the Worcester High School, a skillful amateur, we are indebted for photographs made at Shrewsbury. The printing speaks for itself, but the patience of the foreman and compositors in deciphering bad copy occasioned in part by the present difficulties of travel from Worcester to the eastern borders of the county deserve grateful mention.

GEORGE E. FAIRBANKS,

Wholesale and Retail Druggist, Dealer in

Surgical Instruments, Crutches, Trusses, Batteries, Surgeons' and Physicians' Supplies.

Particular personal attention given to the fitting and adjustment of Trusses and Supporters. Having had more than twenty-five years' experience, I feel warranted in guaranteeing satisfaction.

Drugs, Medicines, Chemicals, Toilet and Fancy Articles, and in fact everything obtainable in a well-stocked Metropolitan Drug Store. Your patronage solicited.

Physicians' prescriptions carefully compounded from the purest materials. Pure Wines and Spirits, Porter, Ale, Mineral Waters, &c., for medicinal use (under sixth-class License).

Orders by mail, telephone or otherwise promptly answered, and Goods delivered to any part of the city free.

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RUSSIAN APRICOT TREES.

Perfectly hardy and healthy. Insects do not attack them. Admirable substitute for the Peach.

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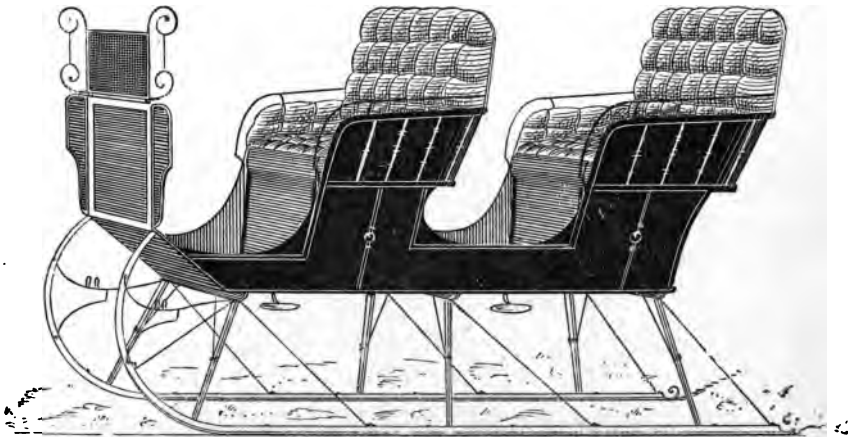
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First-Class Ready-Made Clothing

Of our own manufacture, always in stock, together with a large assortment of
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